

GOOD ROADS THE KEY

Only Condition That Will Fully Develop Commercial Trucks.

VIEWS OF W. E. WRIGHT

Says Our Highways Must Be Wider and Have Better Surfaces than at Present.

BY W. E. WRIGHT,
Vice-President Knox Automobile Company.

When man first broke his way through virgin forest and roamed around his favorite hunting ground he found it easier to follow the trails of animals than to strike out for himself. He also found that the widest and hardest trails were the easiest and quickest over which to carry his bundle of goods when moving from camp to camp. The truth was discovered some time ago. Today we are forcibly realizing that good roads mean everything in the development of the commercial vehicle and the progress of the country.

Whenever the automobile is discussed we generally turn to France and the Continent. The reason is that France has the roads and, therefore, the strong incentive to use them. Motor manufacture requires every encouragement and advantage possible in its development, for half the problem of quick transportation was almost solved in the wide, well kept national highways.

So today the commercial vehicle in every form is being used more and more in the progressive countries of Europe for hauling passengers, perishable produce, raw and finished materials and military supplies and arms. Five-ton motor vehicles, with wide steel tires, are safely and comfortably running for long distances over the good roads, obviating the frequent hand-lading of freight necessary with the railroads. And that is why Europe has led with the motor vehicle.

In this country we have the practical commercial vehicle, and are waiting for the roads. Long runs with a heavy load over our country thoroughfares are possible but not profitable, for the punishment the machine is forced to stand will shorten its working life.

Again, our roads are too narrow. When two of these wide motor vehicles must turn out to each other and one of them has to turn out to the hard crown of the road in the soft side dirt. And very often the wheels sink in and spin around without moving the car until it is jacked up and a roadway built underneath. This emergency has brought out the "differential lock" which prevents one wheel from spinning while the other stands still.

At the present time the three-ton motor truck is the largest that can be generally used except on special thoroughfares. These are principally used in hauling perishable stuff, as for example, grapes and apples, and are not a very good method of carrying them. The trolley freight—the motor truck's nearest competitor—requires many handlings of the freight, and must discharge at a central station, no matter how far removed from the customer. The motor truck runs from door to door.

There are already several lines of trucks in regular scheduled operation at present, and plans are under way for a New York-to-Boston line of motor trucks.

The short, quick haul is the ideal field for this type of vehicle, as runs of over a hundred miles come naturally in the shape of the railroad freight, except in cases where time is valuable. In this latter instance the manufacturer can load his motor truck at the end of the day's work and by an all-night run place his merchandise at the customer's door in the morning a hundred and fifty miles away, thus gaining a full working day or more.

This was well illustrated during the recent express strike in New York City. The Hender Manufacturing Company, of Springfield, had to rush a consignment of motor cycles to catch the steamer for the London route. Loading their big truck late in the afternoon, they made an easy night run to New York in ample time to load directly on the steamer before it sailed.

It will be a tremendous field of activity, this commercial motor vehicle industry, when the good roads are fully here—a field as large as we have hardly touched the three as yet and hesitate to predict its magnitude.

TETZLAFF BUYS A CAR

Winner of Santa Monica Race Wants to Do More Racing.

As the majority of the manufacturers engaged in racing do not enter all races during the year, drivers of these cars frequently lose opportunities of winning valuable prizes or purses. For this reason a number of racing drivers in the last year or two have purchased their own machines, and have been more or less successful in winning their own campaigns and racing wherever their fancy or interest might lie.

Teddy Tetzlaff, the up to recently unknown California driver, who came into sudden prominence on last Thanksgiving day by winning the Santa Monica stock car race with a Lister car in the fastest time ever made in America, and with one exception the fastest ever made in the world, has decided to race this year under his own management. Tetzlaff will not doubt be a great drawing card, as he not only holds the American record of 73.27 miles an hour, but proved that this great race was not won on the same day that this race was run—in fact, within twenty minutes after the conclusion of the first event—he started in the 32 mile free-for-all, again winning, and again making a greater average speed than had ever been made in America.

Tetzlaff has just purchased the Lister car with which he won these races and records in a 1911 model 46 horsepower stock car, a duplicate of the one used by Mulford in the Elgin national championship race, Hawthorn, Fairmount Park, Atlanta, and elsewhere. It is a stock car, and is eligible for only to all of the free-for-all events, but the stock car races as well.

Tetzlaff will probably start his campaign in the Portland races at San Francisco on February 22, and will be the center of attraction wherever he will race, it is expected that he will be seen on the Eastern track should the national grand circuit become a reality.

RESULTS ON MONTCLAIR RANGE.

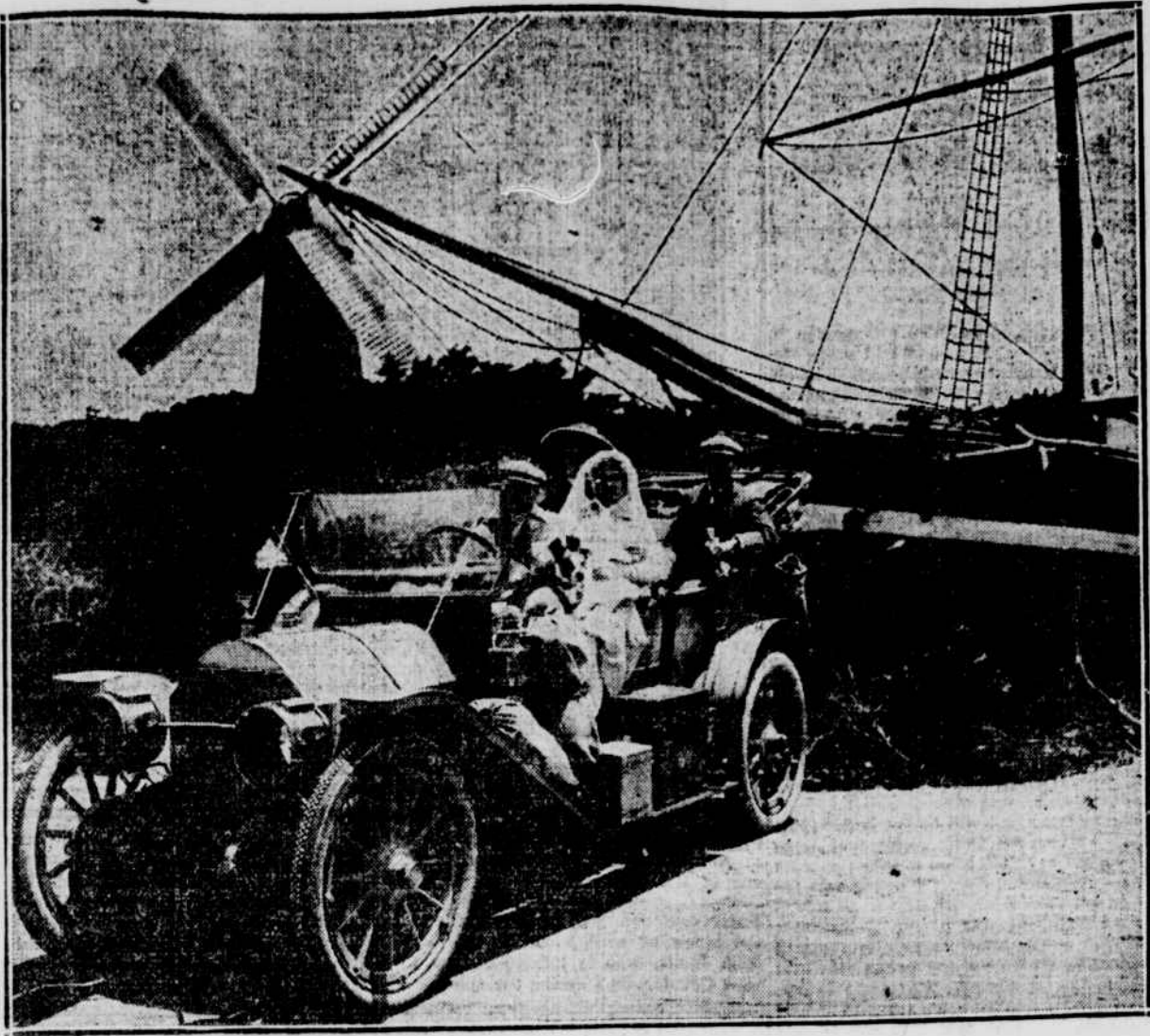
(By Telegram to The Tribune.)
Montclair, N. J., Feb. 18.—The second leg for the February Cup at twenty-five targets was contested for by marksmen of the Montclair Gun Club this afternoon and won by Charles L. Bush. A shoot at ten points of doubles was won by T. F. Frazer.

A pick-up team race at ten targets a man captured by the team composed of William and England, with a score of 19 to 15, was the winner. The best shot was won by Bush, with a score of 23. A mixed team contest the first match was won by Bush, the second by Foxall and the third and fourth by Frazer.

PRINCETON WRESTLING MEET.

Princeton, N. J., Feb. 18.—The intercollegiate wrestling meet will be held at Princeton this year on March 25, according to an announcement made by D. M. Simmons, manager of the Princeton wrestling team. This will be the first time since 1907 that the intercollegiate have been held at Princeton.

THE AUTO AS AN ADJUNCT TO ENJOYING OTHER COUNTRIES.



MRS. HARRIET FISHER SEEING HOLLAND ON HER RECENT TRIP AROUND THE WORLD IN HER LOCOMOBILE CAR.

Nine Autos in Long Race

Daring Drivers to Make Up Strong Field for Big Contest at Indianapolis.

Headed by the famous racing motor pilot, Lewis Strang, as captain and manager, the three car team of the J. L. Case Threshing Machine Company, of Racine, Wis., has been entered in the 500-mile international sweepstakes race at the Indianapolis motor speedway on Memorial Day. This trio of Case cars will be driven by Strang, Louis Larsonneur, the French driver, formerly with the Buick racing team, and Joseph Jagersburger. Three reserve drivers have been named by the Case company, so that the seven-horse grid, even if the original drivers are unable to take their cars all the way through.

The Case cars have an average speed capability of eighty-five miles an hour, which means that the speed of the race will be kept up to a pace which will spell the downfall of all existing records in classes up to the six hundred cubic inch piston displacement limit. The three cars, with the team of drivers and mechanics, will go to the speedway early in May for practice work. Strang's entry was the first made after the preliminary announcement of the race, and the other two have just been made. This brings the total number of entries thus far made up to nine. The speedway management takes this as an indication that probably more than thirty cars will start in the race. The entries do not close until May 1, but the entry fee for each car increases from \$500 to \$1,000 after March 1.

The list of great American drivers entering the long race cannot be expected.

Those in addition to the Case team who have entered and are planning to enter within the next two or three weeks are Johnny Aitken in a National "46," C. B. Baldwin in an Interstate "50," Louis Disbrow in a Pope-Hartford, Frank Fox in a Pope-Hartford, Harry Knight in a Westcott special, Jack Fleming in a Pope-Hartford, Howard Wilcox in a National, Charles Merz in a National, Joe Dawson in a Marmon special, Eddie Hearne in a Marmon special, Ralph De Palma in a Simplex, Ralph Mulford and Joe Horan in Loziers, Fred Ellis and Harry Wood in Jackson cars, "Wild Bob" Burman in a Buick, Arthur and Hughie Hughes, the English driver, in a special machine.

This list contains every great winner of 1910, and will be supplemented by others who have not named their cars, such as Herb Little, who is abroad after a foreign car, probably a Napier; Arthur Greiner, Joe Matson, Billy Knipper, Monty Roberts, Clegg Brown, the millionaire driver of Cincinnati, and others. Cars for which no drivers have been named, but which will be entered, are the Cuttling, with two specials; the Diamond T, of Chicago; the McIntyre, of Auburn, Ind.; the Palmer-Singer, the Fal Car and one or two racing cars built specially for this future.

DRAFT NEW SCHEDULE CRACK SKATERS TO MEET

Inclement Weather Causes Rearrangement of Soccer Games.

Inclement weather having disarranged the original schedule of the New York Amateur Association Football League, the following supplementary schedule for the rest of the season is announced:

February 19—Arcadia Thistles vs. Hollywood Inn, Columbia Oval vs. Critchley's, Glen McDonald vs. Arcadia Thistles, Cameron vs. Bronx United, 26—Arcadia Independents vs. Columbia Oval, Critchley's vs. Bronx United, Arcadia Thistles vs. Cameron.

March 5—Critchley's vs. Arcadia Independents, Columbia Oval vs. Arcadia Thistles, Glen McDonald vs. Cameron, 12—Glen McDonald vs. Hollywood Inn, Arcadia Thistles vs. Astoria Independent, Columbia Oval vs. Cameron, 10—Critchley's vs. Hollywood Inn, Bronx United vs. Astoria Independent.

In addition to the foregoing, the following, postponed from last Sunday, must be rescheduled: Hollywood Inn vs. Glen McDonald, Astoria Independent vs. Columbia Oval, Critchley's vs. Bronx United, Arcadia Thistles vs. Cameron.

The Critchley's, of Brooklyn, are again in the lead, with Hollywood Inn and Glen McDonald tied for second place. Neither of the latter teams, however, has met with defeat, although the Glen McDonalds have been penalized two points, and this will count against them considerably in the final struggle for supremacy.

The standing to date follows:

Club	Won	Lost	Drawn	Points
Critchley's	6	1	3	13
Hollywood Inn	6	0	3	12
Astoria Independent	5	1	3	11
Glen McDonald	4	1	1	9
Bronx United	4	4	1	9
Columbia Oval	3	3	3	9
Arcadia Thistles	3	3	3	9
Cameron	3	3	3	9
Astoria	1	7	6	2

SECOND DIVISION

Club	Won	Lost	Drawn	Points
Glen McDonald	10	1	0	20
Critchley's	9	0	0	18
Montclair	8	0	0	16
Mount Vernon	8	0	0	16
Domegas	3	3	3	9
St. George	0	11	0	0
Hungarians	0	8	0	0

The Glen McDonalds, Bronx United, Domegas and Mount Vernon were each fined 2 points and the Hungarians 4 points for using ineligible players.

The American Association of Referees has organized and elected the following officers: J. McDonald, president; D. White, National League, vice-president; F. Blackburn, New York State League, secretary and treasurer; examining board, W. Russell, American Football Association; T. Welsh, National League, and C. Creighton, New York State League.

The Camerons have protested their cup game with the Glen McDonalds on account of the poor condition of the grounds. The draw for the second round of the New York State Association cup is now being made. The Glen McDonalds, who have been the favorite, will shortly be announced. The Columbia Oval Football Club, which hopes to make a strong bid for the state cup, has been strengthened considerably by the addition of R. Taylor, Wolfe, Cameron and Graham. The National League plans to have two divisions, similar to those of the New York League, next season.

NUTMEG MARKSMEN UNBEATEN

Interclub Rifle Circuit.

Washington, Feb. 16.—New Haven, Conn., continues to lead the Eastern League in the interclub rifle shooting matches, having nine victories and no defeats.

Reports from headquarters of the Western League show that the Butte, Mont., team is leading that league this week with a record of 10 to 0.

New Haven defeated Bridgeport 96 to 55; Hartford, 100 to 50; New Britain, 97 to 55; Portland, Me., defeated Atlantic City, 97 to 53; Providence, R. I., defeated Butler, Pa., 94 to 50; New York defeated Birmingham, 97 to 54.

Stars of Continent to Perform Here This Week.

Some fast skating can be expected at the indoor international championship meeting at the St. Nicholas rink on Wednesday and Thursday evenings, when the champion skaters of the West and Canada come here to meet Kearney, Miller, Buckholder and the other local speed merchants in a series of races to decide the possession of the title awarded by the International Skating Union of the United States and Canada.

Acceptances were received yesterday from Let Roy and Fred Gibson, of Toronto, and R. H. Wheeler, of Montreal, all champions at their respective distances, along with Bobby McLean, the seventeen-year-old phenomenon, who defeated the redoubtable Edmund Lamy in the recent race at Cleveland and Chicago, and made the latter decide to skate him a series of races for the international all-around championship. None of these men, however, have anything on Kearney or Buckholder as rink skaters, while Miller, of the New York Athletic Club, only a week ago, annexed three Eastern outdoor championship events at Newburg, in which he defeated all the local racers in a manner which suggested the way Lamy used to clean up his programme when he was skating at his best.

Irving Brokaw, the American champion figure skater, and Herr Hilde, of the Eislauf Club of Berlin, will present an exhibition, showing all the edges, rolls and open figure work used in the Continental figure skating championship competitions at St. Moritz, St. Petersburg, Stockholm, Berlin and other skating centres of Europe. This will be the first time a public display of this style of skating has ever been given in America, and will give an opportunity to compare it with the intricate figure work favored by such notable experts as Dr. Keane and Messrs. Brokaw, Phillips and Koerner.

In addition to this, there will be several handicap races and other events to make up an unusually attractive programme.

GROWTH OF SPARE WHEEL

British Makers Favor This Plan of Tire Replacement.

British motor car manufacturers are conceded by many to have made greater progress toward the solution of that all important tire problem than has yet been attained by American makers. The tendency abroad is away from the demountable rim, an appliance used over there for a long time, and a general inclination toward the detachable wheel, an improvement very similar to the American counterpart, the Ramble spare wheel.

Charles T. Jeffery, maker of the Ramble, calls attention to the views of the British tire expert who discussed this subject in the Olympia show number of "The Autocar," the leading English motor car journal.

This writer said:

At the same time, the demountable rim is falling out of favor, as the emergency wheel tends to be unnecessary. The method of combining ready detachability with security are becoming more numerous, but it cannot be said that anything like a fixed practice has been reached, though there is no doubt that the detachable wheel is a real advance.

The spare wheel was introduced in America three years ago by the Ramble company, and many points of advantage over the demountable rim are claimed for it. The change can usually be made more quickly, with less dirt, because the attachment is made at the hub, where the parts are less likely to stick than at the rim.

SAYS RACING TESTS CAR

W. G. Wall Explains Terrific Strain of a Long Contest.

WORSE THAN ROAD BUMPS

How Heat Treatment of Materials and Careful Inspection Guard Safety of Driver.

"It is not the big jolts that break the car to pieces," says W. G. Wall, of the National Motor Vehicle Company. "Of course that does not mean that if you fall over a cliff you will not injure your machine. It means that the bumps on the roads which toss the occupants almost out of the car are not half as injurious to the mechanism as the owner frequently thinks. Most breakage is the result of vibration, which crystallizes the metal and makes it brittle."

"Excessive speed produces more vibration than anything else, and unless a car is designed with a view to speeding it is rapidly torn to pieces in the hands of the driver. It means that there are many times, possibly one hundred times, the amount of vibration at ninety miles an hour than there is at a speed of forty miles an hour. One hundred miles of racing at terrific speed probably equals hundreds of miles of ordinary travel in a motor car."

"The results of vibration are analogous to those of heat improperly applied. Vibration increases out of all proportion to the increase in speed of the car. From the first shock when the gears are meshed at the crack of the pistol in a race the heat waves pass through the metals in the car. As the vibration increases crystallization occurs."

"Crystallization is the transformation of molecules in the substance, so that its form, which is to all appearance fibrous, becomes a coarse or crystalline structure. This means, of course, that the material is brittle and much more liable to break."

"Touring for months at the good average speed of eighteen miles an hour would have no effect upon a car built to endure through one long race after another at high piston speeds. The occasional shock would be nothing compared with the incessant strain of seventy or eighty miles an hour speed for 100, 200 or 300 miles."

"Steering knuckles, axles, frames, springs, every part of the car is put through an ordeal in the bigger racing events which may almost literally be called a fire test. In addition to this creation of heat or vibration there is a terrific strain in taking the turns at high speed. When the racing car sweeps into a curve, every part of the machine is violently wrenched and twisted."

"The wear increases out of all proportion to the speed, and perfect lubrication is an absolute necessity. Oil must be fed to every bearing swiftly and without faltering or that bearing will burn or stick. In ordinary usage a defective oil system would result in wear, but it may develop slowly, while in racing lack of oil would mean a disaster in short order."

"Every car should be able to withstand the test of races. Although the owner may never care to use the excessive speed, a wide margin of safety, longer automobile life, less expense and greater satisfaction for the owner and operator. The most conservative and fearful driver is liable at any time to call upon his car for a burst of speed or power in a time of unusual need."

"They say the way to fight fire is with fire. Perhaps that is the theory the men worked on who found the way to prepare steel to stand vibration before used. This treatment toughens the metal and eliminates the possibility of crystallization to a great degree."

THE NEW SPORTSMEN'S SHOW

What Lovers of All Outdoors Will Find in the Garden.

The new sportsmen's show, to be held on March 7 to 13, at Madison Square Garden, has attained an advanced stage of development. The full title is the First Annual International Trapshooting Tournament and Sportsmen's Exhibition, and it will present to the shooting fraternity the initial indoor trapshooting competition.

For scientific bait-casting contests, with a full programme; the camper will find the newest wrinkle in tents, all camp equipment and commissary; the hunter, novelties in guns; marksmen, latest in rifles, revolvers and pistols; the disciples of Isaac Walton, model tackle and recently invented lures; boys will find everything that their hearts yearn for, from air rifles to Indian arrows; explorers can see new sleeping bags; boy scouts will be act as ushers; boys' camps will be represented in a first great international exhibit, and the newest wrinkle in the men who have made and direct these outlets for boyish sports and ambitions will meet with the boy campers themselves in a conference and reunion.

Woman will find her sphere includes famous wing shots and rifle shots, for they will shoot in the show; amateur photographers will find their work represented and new things in cameras and their auxiliaries; every interest properly pertinent to a real sportsman's show will be fairly conserved.

MOTOR BOAT TO THE FORE

Show to Open in Madison Square Garden on Tuesday.

ALL TYPES REPRESENTED

More than Three Hundred Exhibitors Will Have Spaces Along the Aisles.

With the gathering of the motor boat builders and makers of the gasoline engine in Madison Square Garden at the opening of the annual Motor Boat Show on Tuesday more than three hundred exhibitors and their assistants will be engaged for the following twelve days in pointing out the latest improvements in this craft, and explaining the different types of the internal combustion engine. To those not familiar with the extent of this industry the far-reaching results and the capital employed are hardly credible. Nearly \$7,500,000 capital is invested in the motor boat industry and over 25,000 persons are employed in the building of the boats, motors and accessories.

In the early days the engines were confined to limited numbers of types and sizes. Now all types and all sizes may be secured, from the small single cylinder of 15 horsepower up to hundreds of horsepower, used in cruising yachts. Reliability, ease of control, small cost of maintenance and the simplicity of the operation of the motor boat have brought the internal combustion engine into favor with all who take pleasure or recreation of any kind on the water. Naturally one would suppose that this type of engine was fast crowding out the steam and sailing craft, and while in a great measure it is so yet there are thousands who have taken up the motor boat that never owned a vessel of any kind. Efforts have been made from time to time to get some correct figures on the actual output of the various plants in the country, but only an approximate estimate can be obtained. Thousands upon thousands of motors are shipped each year from American plants to all parts of the world.

The list of exhibits will range from the tiny launch to the luxurious craft for cruising purposes. Every section of the country will be represented with the latest models and designs in motor boating, including those from such well known firms as the Truscott Boat Manufacturing Company, the Detroit Boat Company and the Racine Boat Manufacturing Company.

Invitations for the opening night have been extended to Major General Frederick D. Grant, commander of the Department of the East, and the officers under his command; Admiral C. H. Leutze, commander of the Brooklyn navy yard, and the officers of the United States and the officers of the yacht and motor clubs within fifty miles of New York City.

While the motor boats and engines will command the major portion of the attention of the visitors, there will be several outside features in the concert hall and the basement of the building. More than 1,600 schoolboys will compete in the basement for the shooting championship of the Public Schools Athletic League. Sixteen ranks have been erected. Glenn H. Curtiss will exhibit his famous aeroplane in which he flew from Albany to New York, and lectures on aviation will be delivered every afternoon and evening during the show.

"Naturally, an industry that is growing to such an extent should have a representative body, and in this connection the National Association of Engine and Boat Manufacturers, of which John J. Amory is the president, has done much for the promotion and protection of the industry and users in general. This association has as members all the large and representative firms in the country, and in the future, as well as in the past, the association will look after, and safeguard the industry in an intelligent and liberal manner."

NEWS FOR CHESS PLAYERS

Manual Training Wins Title of Interscholastic League.

By defeating the High School of Commerce by a score of 4 games to 1 in the annual series of the Inter-Scholastic Chess League, the Manual Training High School, of Brooklyn, yesterday won the title for the second time in succession.

The winning quartet was made up of the following players: Arthur Joseph, president of the Interscholastic Chess League; Jerome Barry, Clarence Hotson and Herbert Kranch.

The teams of De Witt Clinton High School and Stuyvesant High School finished second and third respectively.

The summary of the deciding match follows:

MANUAL TRAINING, H. S. OF COMMERCE.			
1. Joseph	1	Sanger	0
2. Barry	1	Gurschler	0
3. Hotson	1	Steinfeldt	0
4. Kranch	1	Burn	0
Total		Total	
4		0	

The averages: De Witt Clinton, 100 per cent; Stuyvesant, 66.6 per cent; Manual Training, 100 per cent.

The individual championship tournament of the Interscholastic Chess League will take place during Easter week and the week following at the rooms of the Brooklyn and Rice Chess clubs.

Jacob Rosenthal, by defeating Major J. Moore Hanham in the second game of the supplementary series to decide the tie between them in the championship tournament at the Manhattan Club, became champion for 1911, succeeding F. J. Marshall, United States champion, who did not compete this year. In the second and deciding game Hanham played an irregular defence, which presently followed the lines of the French game, Rosenthal getting the upper hand in the middle stage.

Officers for the year have been elected by the Queen's Gambit Association, of this city, as follows: J. H. Spray, president; P. J. Engel, Jr., No. 53, West 15th street, secretary-treasurer, and B. Altman, 400 Broadway, B. Altman was the winner of the tournament in which the openings were limited to the Queen's Gambit. His percentage was 75. J. H. Spray, 73, and C. Djour, 70, finished second and third, respectively. Twelve players have started in the fifth annual winter tournament.

Preparations have been made for the annual meeting of the New York State Chess Association, to be held at the Manhattan Chess Club, Carnegie Building, Seventh avenue, and 56th street, on Washington's Birthday, and B. Altman, secretary, expects many entries will be received for both competitions.

FINE SHOOTING AT SHIPPAN.

(By Telegram to The Tribune.)

Stamford, Conn., Feb. 18.—B. B. Brown, Jr., Edward Hatch and R. A. Gillespie were in splendid form to-day at the ranges of the Rod and Gun Club at Shippan. Brown broke 24 clay birds without a miss and Hatch broke 23. In a handicap sweepstakes Gillespie broke 23 out of 25. The sweepstakes winners were B. B. Brown, 1. A. S. Pitt, R. A. Gillespie and E. L. Hatch.

AUTOMOBILES.

Times Square Auto Co.

are sure to have the Car you want at the price you want to pay. Largest stock of lowest prices. Be sure and see us before buying. 731-733 7th av., at 49th st.

PLANNING AUTO TOURS

Increased Demand for Information Indicates Busy Season.

SOUTHERN TRIALS GOOD

Tourist Writes of the Delightful Hospitality of the Southern Homes Which He Enjoyed.

Already the automobile touring season has begun in the Southern states. Letters are frequently received from delighted motorists who have been able to leave the cares of business at this time and are enjoying the balmy airs of the Southland. Edward Peters, one of the executive heads of a large automobile manufacturing house, with headquarters in Detroit, has been touring in the South for some weeks. One of his letters is enthusiastic. He says:

"We find everywhere better roads than we dared to expect. This is my first experience in touring in the South so early in the year. Usually I have confined my trips with the car to other lands, and have been all over Europe. But after this I shall try to put in the early spring months in this country. We find everywhere the most delightful hospitality. It reminds me of an earlier experience of my life—a trip made in Australia some years ago. There the station people welcome any chance visitor, and the difficulty is for him to get away. Quite a similar feeling prevails in the South, I find. Once we had miscalculated our distance and night was coming on with a storm. We were nowhere near a town, and as there is a lady in our party I was getting nervous."

"My chauffeur, who is a resourceful man, suggested that we try to get at least food, if not shelter, at one of the beautiful estates through which we were passing. I at last consented, although at first reluctant to tax gratuitous hospitality in this fashion. I had heard much of Southern hospitality, but my ideas are changed now. The gentleman of the house would not hear of our going on. We were welcomed as if we had been kin of theirs, as the saying is there. It was still early in the spring, and a roaring fire was going on the hearth. Well, to cut the story short, we stayed there for two days, unable to out our visit, which was as delightful as it was possible to make it."

"I would advise any Americans to try their own country first, and then take trips abroad if they wish to. But they are surely overlooking some pleasant experiences if they do not spend some time in our own Southland."

There is every indication of an increased interest in touring this year. There are several touring organizations now able to furnish detailed information concerning roads, hotels and that sort of thing not only in this country but abroad. Several applications have been made to the touring bodies for itineraries around the world, and two from women: Mrs. Harriet Fisher's experience was so pleasant and she is so enthusiastic concerning it that doubtless many people were attracted to the expedition by the story of her trip. It is said that she may plan another similar excursion.

The touring bureau of the Automobile Club of America, the Touring Club of America and the new touring body, under the management of Raymond Beck, look forward to an unusually busy season and are already preparing to handle it.

CUPS FOR DARTMOUTH MEN

Trophies Offered to Encourage Track Athletics.

(By Telegram to The Tribune.)
Hanover, N. H., Feb. 18.—Track athletics at Dartmouth received a boom this week when Harry Hillman announced the receipt of nine silver cups and the assurance of six more to be awarded to the track athletes of the college. The coach has planned to hold meets every Saturday afternoon, beginning as soon as the track in the new "gym" is completed. The events will be handicaps, and every man in the college will be eligible.

E. K. Hall, of Boston, has presented a large silver cup, which is to be awarded to the athlete making the most marked improvement while in college. He has also given two cups to be awarded to the best shot putters in college under conditions to be named later. Irving J. French, also of Boston and a member of the athletic council of the college, has given four, and E. J. Gannon, of New York, has given two cups. Coach Hillman has planned to hold inter-class and interterritory relay races.

AUTOMOBILES.

AUTOMOBILES.

Tires 10% Oversize

25% More Mileage—At No Extra Cost

Goodyear No-Rim-Cut tires save one-fourth on tire bills by being 10% oversize.

They save another one-fourth by making rim-cutting impossible.

Yet they cost nothing extra. That is why 64 leading motor car makers have contracted for these tires for their 1911 models.



Ordinary Clincher Tire

The No-Rim-Cut Tire

All ordinary tires—clincher tires—have hooks on the base to hook into the rim flanges. That is how the tires are held on.

Goodyear No-Rim-Cut tires have no hooks on the base. They stay on without hooks—and without the bolts—because the base is made unbreakable. It can't be forced over the rim flange.

Into the base we vulcanize 126 braided piano wires. They contract under air pressure, so the inflated tire is held to the rim by a pressure of 134 pounds to the inch.

That is our patent—the only practical tire base which can't stretch. Because of it our tire sales last year multiplied three times over.

The Two Results

One result is this: Rim-Cutting is completely avoided in Goodyear No-Rim-Cut tires. The removable rim flanges are set to hook outward, so the tire comes against the rounded edge. With the clincher tire they must be set to hook inward.

AUTOMOBILES.

THE GOODYEAR TIRE & RUBBER COMPANY, AKRON, OHIO

Branches and Agencies in All the Principal Cities